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SATURDAY, SEPT. 16, 1916.

For President
WOODROW WILSON
For Vice President
THOMAS R. MARSHALL

MR. HILL'S VITAL SPOT

SPEAKING BEFORE Sheriff Pease's corn-roast and sheep-bake assemblage on Greenfield Hill the other day, Ebenezer J. Hill, who would like to go to Congress if the electors of this district are sufficiently complaisant, sounded the great slogan of the campaign (as he sees it) in these words:

"Gentlemen, the vital issue is here—in your pocketbook." The voters owe Mr. Hill a rising tribute of thanks for being thus clear and explicit. It is the nearest approach to a definite issue that he has yet produced. But there is still a flaw. The vital issue is in the pocketbook, but how is the vital issue reached.

Mr. Hill, give him credit, knows how to reach the vital spot he has named. When he was running for office two years ago he mulcted the manufacturers of Fairfield county as they had never been mulcted before. If their vital spot was in their pocketbook, Mr. Hill reached it.

Was his reference to the vital spot this time a threat or a promise? Perhaps the speaker was fortunate in having before him an audience made up for the most part of residents of the neighboring countryside. If his hearers had been manufacturers, there might have been a general exodus for the woods when Mr. Hill began to talk about the pocketbook.

As for the relation of this issue to the general public, that is another matter. The public can be complacent about its pocketbook at the present moment, for the public purse was never so well filled. Never before was labor so in demand, never the market for it so high. Our exports have made a record for this nation.

But aside from that there are other issues, and occasionally it may be possible to drum a consciousness of them into Mr. Hill's brain.

The public has shown a discouraging interest in the twin questions of peace and preparedness—questions now being met for the first time in the history of the nation, despite some decades of solid Republican rule.

The workingman whose pocket is so delicately considered by Mr. Hill is also interested in the hours of his labor. Mr. Hill might discuss that question occasionally, when he is talking to an audience of the workers. In fact it would not be inappropiate to invite him to appear before some noon-hour audiences at Bridgeport and tell the factory workers about it. Perhaps they would listen to him.

The farmers whose pocketbook Mr. Hill has in mind, along with the pocketbooks of the manufacturers in his district, has a distinct interest in the matter of rural credits. Perhaps Mr. Hill might talk about that, too, incidentally explaining how it came that the first real rural credits bill in the history of the nation was passed by a Democratic congress and a Democratic president.

We might go on indefinitely, naming issues for Mr. Hill to discuss, if he is not too firmly wedded to the single issue of the pocketbook. He would better confine that issue to the persons most directly "touched" (in all senses of the word) i. e., the manufacturers who are expected to finance his campaign for m.

THE DAY OF THE SMALL CAR

THE SNORTING, pulsating, ripping 90-horsepower red racer of prehistoric automobiling days is now as much of a thing of the past as the diplodocus. Modern automobile virtue is summed up in one word,—performance, and that takes into consideration many things. For instance:

- How many miles on a gallon of gasoline?
- How many miles on a set of tires?
- How many hills without shifting?
- How many months without repairs?

The best answer to all of these is given by the car that has put aside the rack and tear of the old over-powered, over-weighted juggernaut, and substituted instead the clean, even, motion of the modern thoroughbred motor. No longer is it considered necessary to take a two ton truck to put a 150-pound human being into motion, and a sweet performance on the road is better than brute power—with an even more brutal expense bill.

The automobile races of the future will be economy races. Given a certain standard of performance, ease of motion, ease of control, and reasonable speed—which car meets the test most efficiently?

That is the car of today, and of the future.

A SOLID FRONT

BRIDGEPORT DEMOCRATS, assembled in convention last night, achieved the one result necessary to bring complete success to the ticket—a solid front to the enemy.

With the greatest president since Lincoln heading the national ticket, with a man of the calibre of Morris B. Beardsley in line for the nomination for governor of Connecticut, and with such sterling men as Homer Cummings of Stamford and Jeremiah Donovan of Norwalk for senator and congressman respectively, it was inevitable that the leaders of local Democracy should forget small personalities, put aside the differences which have separated them and unite for success.

RIGHT HAND AND LEFT HAND

WE HAVE discovered the Republican campaign keynote. Here it is:

"Let not thy right hand know what thy left hand doeth." Acting both in the spirit and the letter of this advice, Right Hand Hughes and Left Hand Roosevelt are touring the country. After carefully comparing what each of them says, the inde-

pendent voter is forced to the conclusion that Right Hand Hughes knoweth not what Left Hand Roosevelt doeth, or that he winketh at it in privy places, but not in public.

Left Hand Roosevelt smiteth the hyphen with a mighty wallop and rejoiceth exceedingly in the panoply of war. Right Hand Hughes treadeth softly and speaketh of the hyphen with respect and veneration.

The land that knoweth Right Hand Hughes knoweth not the views of Left Hand Roosevelt, and where Left Hand speaketh, Right Hand is discreetly silent.

Left Hand uttereth what Right Hand dare not say, and Right Hand smootheth over, where Left Hand would offend.

BONAR LAW

One of the most remarkable figures in British public life is Andrew Bonar Law, who was the Conservative leader from 1911 until last year, when he entered the coalition government as Colonial Secretary. A Scotman, he was born in the Canadian province of New Brunswick, the son of Rev. James Law, fifty-eight years ago today. He received his education in the schools of his native province and at Gilbert Field school in Hamilton and the Glasgow High school. As a young man he embarked in the iron and steel business in Glasgow. At forty he retired from business and entered politics, and in 1900 he was elected to the House of Commons from Glasgow, as a Unionist. He soon became prominent in the House because of his knowledge of commercial and industrial matters, and in 1902 he was appointed Under Secretary of the Board of Trade. The Canadian-born statesman was one of the principal leaders of the Chamberlains in the tariff movement launched by the latter. As the fighting Opposition leader he was a notable figure in the years preceding the war, but when hostilities commenced he loyally supported the Liberal government, and restrained his followers from hampering and harassing the party leaders in power. As a member of the cabinet he has been a tireless worker, and he is numbered in the popular regard as one of those who have made good. He has played an important part in the deliberations of the war council, of which he was a member, and while not professing to be a military expert, his sound business sense has been of great assistance to his country. It is said that it was largely due to his persistent demands that the evacuation of Gallipoli was carried out, and 100,000 British troops rescued from an impossible position and placed where they could be of real service.

Early English Schools

The first head of St. Paul's School in England was Dean Colet, who died 397 years ago today, leaving behind him many rules for the guidance of pupils which were adopted in many of the schools of that period. "The children," he ordered, "shall come into the school at seven of the clock, both winter and summer, and tarry there until eleven; and return again at one of the clock, and depart at five. Also, I will they bring no meat nor drink, nor bottle, nor use in the school no breakfast, nor drinkings, in the time of learning, in no wise. I will they be taught to be sober, and to be about of victory, nor disputing at St. Batholomew, which is but foolish babbling and loss of time." The youngsters were instructed in "the true Latin speech"; and, said the Dean, "all barbarity, all corruption, all Latin adulation, which ignorant blind fools brought into the world, and with the same hath distained and poisoned the old Latin speech—I say that filthiness and all such abuse, which the later blind world brought in, which more rather may be called Botheration than Literature, I utterly banish and exclude out of this school."

Cummings Believes Wilson's Election Is Assured Thing

Homer S. Cummings, when asked about the result of the election in Maine, said:

"I am not much of a believer either in political prophecies or election portmanteaus. There was a vigorous campaign waged in the state of Maine by both parties. Considerable interest developed, and, although the full figures are not before me, it would appear that a large vote has been cast. I made no predictions as to the outcome in Maine. The issues there are complicated by local political questions. Unless the results had been overwhelming, one way or the other, it would be of very little significance. "Partisan Democrats will scan the figures and base upon them a confident prediction of Democratic success in the nation. Republican partisans will do the same thing from their standpoint."

"From 1896 to 1908, inclusive, the state of Maine cast enormous Republican majorities. Beginning in 1910, the breakup of the Republican party began, and there were Democratic successes in Maine, and practically all of the other states in the Union. This year the Progressive party has disappeared from the voting list, and the result is a party realignment. There has not been a year since 1892 when the political situation was not disturbed by conditions which were manifestly abnormal."

"In 1892 the Republicans carried Maine in the September elections by about 12,500. That same year Mr. Cleveland was elected President by an enormous majority, and carried Connecticut, if I recall correctly, by about 5,000 plurality. "This year the Republicans have carried Maine by from 10,000 to 13,000, and if the vote in 1892 is any criterion, it would indicate the re-election of President Wilson by an overwhelming vote, and would indicate also that Democrats would carry Connecticut. "Personally, however, as I have said before, I place little reliance upon deductions from political results where so many undetermined elements exist. Both sides will claim great things from the vote in Maine. The only thing that it does indicate is that there will be redoubled political activity in both parties from now on. "My confidence in the re-election of President Wilson is based, I believe, on a much better foundation than calculations of an indecisive character."

Gov. Whitman left for Syracuse where he will deliver an address at the State fair today.

William J. Bryan will begin a speaking trip next week through western and central states for Wilson.

Mexico's Washington

Mexico's Independence Day, which will be celebrated today in that storm-tossed nation, perpetuates the memory of a revolution that failed. It is not Turbide, who overthrew the Spanish power and led his victory-flushed troops into the City of Mexico in 1821, who is honored as the Washington of Mexico, but Don Miguel Hidalgo Costilla, the patriot who first flung to the Mexican breeze the banner of rebellion, and who was executed by the Spaniards when his insurrection was suppressed. To the Mexican the name of Hidalgo is spoken with reverent awe, that of a saint and martyr, who died in the attempt to establish that new dispensation of liberty for which Mexico is still struggling.

Hidalgo was not a Mexican by birth, but a native of South America. In his youth he entered the priesthood, and in his earlier career in Mexico he was known simply as a religious leader of great acquirements and exceptional purity of life. He conscientiously fulfilled his ecclesiastical duties, and labored to promote industry in the land of his adoption. His kindly spirit, and great learning enabled him to win a great influence over the native Indians, who looked upon him as little short of a god.

While laboring as rector of the church of Dolores, in the province of Guanajuato, he introduced the silk-worm into Mexico, and encouraged the culture of the vine. The conflict between the Spaniards and the government, which was to discourage all manufactures or agriculture which could interfere with the revenue. The vines which Hidalgo and his associates had planted were destroyed, and the priest was reprimanded by his ecclesiastical superiors, who were under the thumb of the government.

It was probably the wanton destruction of his beloved vines which transformed Hidalgo from the kindly, contented priest into the ardent rebel of his time. He used his influence over the Indians to form a general revolution, which was to take place on November 1, 1810. The plot having been disclosed by one of the conspirators, Hidalgo was obliged to precipitate his movements. On the sixteenth of September, having been joined by three officers of the garrison of Guanajuato, he raised the standard of revolt and issued his famous call to arms, the Grito de Dolores. This declaration of freedom has been solemnly uttered by the President on the balcony of the National Palace every year since on the eve of Independence Day, although the phrase, "Grito de Dolores," was dropped some years ago.

The eloquence of Hidalgo had a remarkable effect on the multitude who heard him, and when after his oration he unfurled a rude copy of the picture of Our Lady of Guadalupe, the patroness of Mexico, the revolution was characterized by a crusade. With an army of 20,000 men, mostly Indians, Hidalgo captured Guanajuato, his undisciplined soldiery committing terrible outrages which the priestly leader could not stay. After taking Valladolid and several smaller places, the generalissimo advanced on the capital, but the exhaustion of his ammunition supply compelled a retreat. The government suspended the ordinary rules of war, and the insurgents retaliated with the most horrible atrocities. On one occasion Hidalgo is said to have ordered the massacre of 700 prisoners because they were Europeans. After several defeats Hidalgo went to the United States to obtain arms and ammunition, but on his way he was captured by a former Indian ally who was shot at Chihuahua on July 27, 1811. He was after his death regarded as a saint by the people, and the place of his execution is still regarded as a holy spot.

More Smallpox Cases Found in Torrington

Torrington, Conn., Sept. 16.—Three additional smallpox cases were reported today in the Treadway-Rice house in Burrville. The patients are Miss Maud Rice, her son Walter, aged 5, and Samuel Jackson, Mrs. Louise Treadway, who had the disease, is convalescent. There are eight adults and two children, all negroes, in the quarantined house.

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- 35x5 Plain
- 34x4 Non-Skid.

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WARREN BROTHERS CO. SEEKS TO DISPROVE STATEMENTS OF BOSTON CONSULTING ENGINEER

Paving Concern Addresses Letter to Hub Finance Commission Disputing Figures of Investigator—Deny There is Mystery in Construction of Bitulithic.

The Warren Brothers Co. of Boston, manufacturers of the bitulithic pavement on Bridgeport streets, has addressed a letter to the finance commission of Boston, disputing charges of city consulting engineer. The letter follows:—

Boston, Sept. 9, 1916.
To the Honorable Finance Commission of the City of Boston, Mass.
Gentlemen:—

"Our attention is called to the report of your Honorable Commission dated Sept. 7th, 1916, addressed to the Mayor and City Council, embodying a report of your Consulting Engineer of the Finance Commission dated Aug. 16th, 1916. "We wish to reiterate that the statements made in our letters to the Finance Commission of June 7th, 1916, and June 12th, 1916, are true, and we would be pleased to prove them in any impartial person. Unfortunately your Consulting Engineer did not visit our laboratory or go over the streets with your Honorable Commission, although he was invited to do so. Your Consulting Engineer's unfair and prejudiced attitude toward the company and the Bitulithic pavement was clearly shown at our conference with your Honorable Commission, and his report to you of August 16th can either be ascribed to prejudice or lack of experience and knowledge regarding the construction of bitulithic pavements. Whatever 'advertisements' this company has done in the matter has been made necessary to correct the erroneous statements emanating from your Consulting Engineer concerning this company and its business, which were given full publicity in the public press, and which if answered, would have done great damage to our business and would have placed us in an improper position before the public.

"The same reasons which actuated us in addressing our two previous communications to your Honorable Commission are responsible for this one, and we assure you that the necessity therefore is deeply regretted by us. We will reply as briefly as possible. The numbers in the margin refer to the summary in your Consulting Engineer's report.

"1. The weight of two (2) inch Bitulithic Surface including Seal Coat as specified and laid in Boston, is approximately 286 pounds per square yard, not 232 pounds as stated by your Engineer. The materials in the mixture (after heating and loss of moisture) are of such quality and weight as to each batch and a batch weighs 1775 pounds. Each batch under our rules of operation lays 6.75 square yards, therefore,

"The weight of mixture alone is 263 lbs. per square yard.

"The finished bitumen weighs about 2 lbs. per square yard.

"The hot stone chips weigh about 20 lbs. per square yard.

"Weight of pavement 285 lbs. per square yard.

"We will welcome an examination by your Consulting Engineer or his inspectors at our plant, and on the street where these figures can readily be corroborated. We are unable to state whether the eight samples of Bitulithic examined by him, the average of which he reports to weigh 232 pounds per square yard, are fair representations of the material. However, the fact that the fluted bitumen and screenings add no permanent weight or thickness to the pavement. It would be of interest to know what the actual weight per square yard and thickness, including Seal Coat, of these several samples are. We are unwilling to state that the samples reported were not laid in accordance with the Topeka specifications, and this fact would have been clear to any one familiar with the subject by a casual examination of the samples. We would comment on these so-called Topeka samples and reported weights as follows:

"Providence, 215.2 lbs. per square yard. This is within 3 per cent of our reported weight, and the mixture probably contains more coarse material than the Topeka Specifications permit. "South Park Commission, Chicago, 223.1 lbs. The South Park Commission has laid a considerable amount of pavement under specifications which flagrantly infringe our patents and for which we intend to hold the contractor liable for heavy damages. The sample referred to cannot be within the Topeka specifications and is doubtless an infringement. "Seymour, Connecticut, 220.3 lbs. The State Highway Commission of Connecticut laid some pavements in 1913 under contract for Topeka which were not laid as specified, but which infringed upon our patents. The Commissioner's attention was specifically called to this on the Seymour work and he agreed to 'discontinue this practice. A typical sample of Seymour work showed 30 per cent of stone larger than 1-4 inch although the specifications prohibited the use of over ten per cent, and required none. The weight of our sample 2 inch thick was 213.5 lbs. per square yard.

"Philadelphia, Pa., No. 1—230.4 lbs. The City of Philadelphia has laid considerable 'Filbertine' pavements, which are constructed within the limits of our patents. Probably this sample is from them. Certainly it was not laid in accordance with the 'Topeka' specifications.

"In passing, we would state that some contracts have been let under 'Topeka' specifications throughout the country where the contractors did not lay the work in accordance with the specifications, but either purposely or inadvertently made a more dense mixture, infringing our patents and approaching Bitulithic, although usually very inferior to it. Cases of intentional infringement, where correction is not made, and discontinuance of the practice promised by the contractor and authorities, are prosecuted by us as rapidly as circumstances allow. To claim that such pavements are 'Topeka' is absurd.

"2. We have never claimed that there is any 'mystery' in the construction of Bitulithic. If there were, it could not be patented. We have taken many committees of City Officials and Engineers to our laboratory and thoroughly explained the principles of our construction to them, the same as we did with your Honorable Commission. "3. The excess weight of Bitulithic pavement over Topeka is due to the greater density of the mixture and we cannot be due to the specific gravity of the asphalt. The net weight of asphalt used in Bitulithic pavement as laid in Boston is 20.5 lbs. per square yard, not 18.82 lbs. as claimed by Mr. Emerson. This can readily be verified at our plant and on the street. The net weight of asphalt as specified in Topeka allows the wide range of from 14 lbs. to 22 lbs. (7 per cent. to 11 per cent.) not 22 lbs. as stated by your Consulting Engineer. The usual amount used is about 8 per cent or 17 lbs. per square yard. There is no reason why good materials cannot be obtained for use in Sheet Asphalt or Topeka pavement provided good materials are exclusively required by the specifications, but the best materials will not be secured when the specifications, as recommended by your Consulting Engineer, permit the use of cheap and inferior materials.

"4. The weight of a given volume of bituminous pavement indicates its density. The more dense any given bituminous pavement is, the better, and this fact is generally recognized by all impartial experts on bituminous pavements. Bitulithic pavement is the most dense bituminous mixture which can be laid in practice. It has many advantages as compared with other bituminous pavements and this fact is generally recognized. The Bitulithic Pavements in Boston and elsewhere speak for themselves. Where maintenance repairs have been needed, they have been made without quibble, even though the fault was not ours and responsibility could have been evaded, and we have lived up to our obligation in every particular.

"5. The 'same materials' are not specified and are not used in the same proportions in Sheet Asphalt and Topeka pavements as in 'Bitulithic' pavement, and the cost of Bitulithic pavement, we reiterate, is greater than either Sheet Asphalt or Topeka of the same thickness. We have constructed each and are in a position to know. "6. We have previously referred to the exhaustive report of the Special Consulting Engineer employed by the first Finance Commission to disprove Mr. Emerson's now repeated ridiculous statement that the cost of any of the bituminous surfaces referred to is but 64 cents per square yard. Mr. Emerson states the cost of the Bitulithic pavement surface exclusive of office, printing, advertising, canvassing, hotel expenses, entertainments, legal services, bonds or laboratory, is 63.34 cents per square yard. Please note that in his estimate he makes all of the following errors:—

"(a) Estimates materials at less than actual cost; " (b) Estimates quantities at less than the net quantities actually used; " (c) Makes no allowance for shrinkage of materials varying from 10 to 20 per cent. for the different kinds; " (d) Estimates labor at less than cost; " (e) Omits all of the following absolutely necessary items of cost:—

"Fuel at plant and street, "Power, "Plant repairs, "Plant depreciation, "Taxes, "Insurance, Fire and Accident, "Superintendence, "Incidental expenses, "Laboratory supervision, "Interest on Investment, "Cost of Surety Bonds which are required by Cities, "Administrative expense.

"No further citations are needed to show the absolute absurdity of his estimate. Any concern which would so carelessly estimate costs would be headed for certain bankruptcy. "7. That stone costs more to handle than sand, and that stiff dense bituminous mixtures like Bitulithic cost more to handle than mortar mixtures like Topeka and Sheet Asphalt is axiomatic, and to state the contrary is ridiculous.

"8. That it costs more to haul Bitulithic than either Asphalt or Topeka of the same thickness is also axiomatic because of its greater weight, as explained above. "9. Machinery which is customarily used and suitable for 'Asphalt' and 'Topeka' is not suitable for 'Bitulithic' and this is readily demonstrable; also that more power is required in mixing Bitulithic. Our Bitulithic plant will mix in a given time and with less labor and power about one-third more Sheet Asphalt or Topeka than it will of Bitulithic. We will be glad to prove this.

"10. The best grades of materials should be specified in any type of bituminous pavement, but this is not being done. Cheap inferior materials are admitted in competition with the better grades under the present 'open' specifications in use in Boston and under such conditions the cheapest materials complying with the specifications will be used. "11. The members of the Finance Commission in a body last year examined brick pavements laid in Roxbury by Mr. Emerson as Superintendent of Streets of Boston in the year 1908 and 1909. This was before the making of the recent extensive repairs. We leave it to the members of the Finance Commission to state whether the brick pavements referred to were 'in general in excellent condition' as now claimed by Mr. Emerson. We also refer to the members of the Finance Commission the question of the condition of Morton street and other 'as good as Bitulithic' pavements laid during the same period. It is unkind of Mr. Emerson to shift the blame to 'a subordinate of the Street Department' when he was warned and a person experienced in the art would have known that the specifications were themselves at fault.

"12. We reiterate that as Superintendent of Streets, Mr. Emerson abolished the previously used specifications for Bitulithic pavement and substituted a specification for Asphalt pavement. The specifications of record and speak for themselves. We at that time protested against the discrimination, but without avail. We did not bid on Bitulithic because we were given to understand such bids would not be considered. "13. The principles under which Bitulithic pavements have been laid during the past fifteen years have not been changed. In some details the earlier construction has been improved upon. We no longer use bituminous cements made from coal tar because suitable material is not readily available in sufficient quantities. "In constructing Bitulithic pavements we have never used a 'mixture of coal tar and asphalt' as claimed by Mr. Emerson, and, if experienced with bituminous materials, he should know why. His statement that the specifications, as recommended by your Consulting Engineer, permit the use of cheap and inferior materials, has been specified, it has generally been done without our being in any way consulted.

"As to the various newspaper clippings from several cities referred to by Mr. Emerson, and with which some of our competitors have doubtless copiously supplied him, we can simply state that we are not responsible for the public press, and what it says. Many of the clippings are doubtless paid for or instigated by our competitors or have a political aspect similar to the controversy in Boston and for which we are not responsible. "As to the situation in Nashville, we are pleased to enclose a clipping from Municipal Engineering, issue of August, 1916, giving a transcript of the matter, and will be pleased to furnish the full report if you so desire.

"We do not wish to burden you further with replies to Mr. Emerson's insinuations unless you desire us to do so. We are sending copies of this letter to the Mayor, members of the City Council and to the newspapers of Boston. Neither this nor any of our former letters to your Honorable Board have been furnished 'exclusively' to any newspapers.

"Respectfully submitted,
"WARREN BROS. CO.,
"By RALPH D. WARREN,
"General Manager

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"By RALPH D. WARREN,
"General Manager

SIX MONTHS FOR CHAUFFEUR WHO DRANK AND DROVE

Albani Quimet, whose home is in Leominster, Mass., a chauffeur employed in this city, was sentenced to six months in the House of Correction this morning on the charge of operating an automobile while under the influence of liquor. He appealed and was held in \$500 bonds.

About two weeks ago Quimet with several friends, after leaving his employer's house, joy riding with a result that the auto plunged into a quarry hole, seriously injuring one of his companions.

Callagyveropoulos Selected to New Greek Cabinet

London, Sept. 15.—A Reuter despatch from Athens today indicates that M. Callagyveropoulos, summoned to Tatoi by King Constantine, has been entrusted with the formation of a new cabinet in succession to the Zaimis ministry.

M. Callagyveropoulos was a member of the Theotokis cabinet.

BRIEFS

The British Press Bureau announced that five persons were killed and 16 injured in an explosion which took place in a government munitions factory.

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